

## RAILROADS.

## LOCAL TIME TABLE.

| TEXAS AND PACIFIC |              |            |
|-------------------|--------------|------------|
| Arrive            | Leave        |            |
| 6:05 p. m.        | No. 2 daily  | 7:25 a. m. |
| 6:10 p. m.        | No. 4 daily  | 7:40 p. m. |
| 6:15 p. m.        | No. 6 daily  | 8:00 p. m. |
| 6:20 p. m.        | No. 8 daily  | 8:20 p. m. |
| 6:25 p. m.        | No. 10 daily | 8:40 p. m. |
| 6:30 p. m.        | No. 12 daily | 9:00 p. m. |

| MISSOURI, KANSAS AND TEXAS |              |            |
|----------------------------|--------------|------------|
| Arrive                     | Leave        |            |
| 6:00 a. m.                 | No. 2 daily  | 7:00 a. m. |
| 6:10 a. m.                 | No. 4 daily  | 7:10 a. m. |
| 6:20 a. m.                 | No. 6 daily  | 7:20 a. m. |
| 6:30 a. m.                 | No. 8 daily  | 7:30 a. m. |
| 6:40 a. m.                 | No. 10 daily | 7:40 a. m. |
| 6:50 a. m.                 | No. 12 daily | 7:50 a. m. |

| TRANS-CONTINENTAL |              |             |
|-------------------|--------------|-------------|
| Arrive            | Leave        |             |
| 7:50 a. m.        | No. 1 daily  | 9:05 a. m.  |
| 8:10 a. m.        | No. 3 daily  | 9:25 a. m.  |
| 8:30 a. m.        | No. 5 daily  | 9:45 a. m.  |
| 8:50 a. m.        | No. 7 daily  | 10:05 a. m. |
| 9:10 a. m.        | No. 9 daily  | 10:25 a. m. |
| 9:30 a. m.        | No. 11 daily | 10:45 a. m. |

| FORT WORTH AND DENVER |             |             |
|-----------------------|-------------|-------------|
| Arrive                | Leave       |             |
| 6:00 p. m.            | No. 1 daily | 9:30 a. m.  |
| 6:10 p. m.            | No. 2 daily | 9:40 a. m.  |
| 6:20 p. m.            | No. 3 daily | 9:50 a. m.  |
| 6:30 p. m.            | No. 4 daily | 10:00 a. m. |
| 6:40 p. m.            | No. 5 daily | 10:10 a. m. |
| 6:50 p. m.            | No. 6 daily | 10:20 a. m. |

| GULF, COLORADO AND SANTA FE |             |             |
|-----------------------------|-------------|-------------|
| Arrive                      | Leave       |             |
| 6:10 a. m.                  | No. 1 daily | 11:00 a. m. |
| 6:20 a. m.                  | No. 2 daily | 11:10 a. m. |
| 6:30 a. m.                  | No. 3 daily | 11:20 a. m. |
| 6:40 a. m.                  | No. 4 daily | 11:30 a. m. |
| 6:50 a. m.                  | No. 5 daily | 11:40 a. m. |
| 7:00 a. m.                  | No. 6 daily | 11:50 a. m. |

| FORT WORTH AND RIO GRANDE |             |            |
|---------------------------|-------------|------------|
| Arrive                    | Leave       |            |
| 6:00 a. m.                | No. 1 daily | 7:00 a. m. |
| 6:10 a. m.                | No. 2 daily | 7:10 a. m. |
| 6:20 a. m.                | No. 3 daily | 7:20 a. m. |
| 6:30 a. m.                | No. 4 daily | 7:30 a. m. |
| 6:40 a. m.                | No. 5 daily | 7:40 a. m. |
| 6:50 a. m.                | No. 6 daily | 7:50 a. m. |

| FORT WORTH AND NEW ORLEANS |             |            |
|----------------------------|-------------|------------|
| Arrive                     | Leave       |            |
| 6:00 a. m.                 | No. 1 daily | 7:00 a. m. |
| 6:10 a. m.                 | No. 2 daily | 7:10 a. m. |
| 6:20 a. m.                 | No. 3 daily | 7:20 a. m. |
| 6:30 a. m.                 | No. 4 daily | 7:30 a. m. |
| 6:40 a. m.                 | No. 5 daily | 7:40 a. m. |
| 6:50 a. m.                 | No. 6 daily | 7:50 a. m. |

| ST. LOUIS, ARKANSAS AND TEXAS |             |            |
|-------------------------------|-------------|------------|
| Arrive                        | Leave       |            |
| 6:00 a. m.                    | No. 1 daily | 7:00 a. m. |
| 6:10 a. m.                    | No. 2 daily | 7:10 a. m. |
| 6:20 a. m.                    | No. 3 daily | 7:20 a. m. |
| 6:30 a. m.                    | No. 4 daily | 7:30 a. m. |
| 6:40 a. m.                    | No. 5 daily | 7:40 a. m. |
| 6:50 a. m.                    | No. 6 daily | 7:50 a. m. |

| WEATHERFORD, MINERAL WELLS AND NORTHWESTERN RAILWAY |             |            |
|---|-------------|------------|
| Arrive  | Leave       |            |
| 6:00 a. m.  | No. 1 daily | 7:00 a. m. |
| 6:10 a. m.  | No. 2 daily | 7:10 a. m. |
| 6:20 a. m.  | No. 3 daily | 7:20 a. m. |
| 6:30 a. m.  | No. 4 daily | 7:30 a. m. |
| 6:40 a. m.  | No. 5 daily | 7:40 a. m. |
| 6:50 a. m.  | No. 6 daily | 7:50 a. m. |

| TABLE OF DISTANCES |             |       |
|--------------------|-------------|-------|
| From               | To          | Miles |
| Fort Worth         | St. Louis   | 1,000 |
| Fort Worth         | Chicago     | 1,200 |
| Fort Worth         | St. Paul    | 1,400 |
| Fort Worth         | Minneapolis | 1,600 |
| Fort Worth         | Portland    | 1,800 |
| Fort Worth         | Seattle     | 2,000 |

| MISSOURI, KANSAS AND TEXAS |             |       |
|----------------------------|-------------|-------|
| From                       | To          | Miles |
| Fort Worth                 | St. Louis   | 1,000 |
| Fort Worth                 | Chicago     | 1,200 |
| Fort Worth                 | St. Paul    | 1,400 |
| Fort Worth                 | Minneapolis | 1,600 |
| Fort Worth                 | Portland    | 1,800 |
| Fort Worth                 | Seattle     | 2,000 |

| TEXAS AND PACIFIC |             |       |
|-------------------|-------------|-------|
| From              | To          | Miles |
| Fort Worth        | St. Louis   | 1,000 |
| Fort Worth        | Chicago     | 1,200 |
| Fort Worth        | St. Paul    | 1,400 |
| Fort Worth        | Minneapolis | 1,600 |
| Fort Worth        | Portland    | 1,800 |
| Fort Worth        | Seattle     | 2,000 |

| GULF, COLORADO AND SANTA FE |             |       |
|-----------------------------|-------------|-------|
| From                        | To          | Miles |
| Fort Worth                  | St. Louis   | 1,000 |
| Fort Worth                  | Chicago     | 1,200 |
| Fort Worth                  | St. Paul    | 1,400 |
| Fort Worth                  | Minneapolis | 1,600 |
| Fort Worth                  | Portland    | 1,800 |
| Fort Worth                  | Seattle     | 2,000 |

| TRANS-CONTINENTAL |             |       |
|-------------------|-------------|-------|
| From              | To          | Miles |
| Fort Worth        | St. Louis   | 1,000 |
| Fort Worth        | Chicago     | 1,200 |
| Fort Worth        | St. Paul    | 1,400 |
| Fort Worth        | Minneapolis | 1,600 |
| Fort Worth        | Portland    | 1,800 |
| Fort Worth        | Seattle     | 2,000 |

| FORT WORTH AND DENVER |             |       |
|-----------------------|-------------|-------|
| From                  | To          | Miles |
| Fort Worth            | St. Louis   | 1,000 |
| Fort Worth            | Chicago     | 1,200 |
| Fort Worth            | St. Paul    | 1,400 |
| Fort Worth            | Minneapolis | 1,600 |
| Fort Worth            | Portland    | 1,800 |
| Fort Worth            | Seattle     | 2,000 |

| FORT WORTH AND RIO GRANDE |             |       |
|---------------------------|-------------|-------|
| From                      | To          | Miles |
| Fort Worth                | St. Louis   | 1,000 |
| Fort Worth                | Chicago     | 1,200 |
| Fort Worth                | St. Paul    | 1,400 |
| Fort Worth                | Minneapolis | 1,600 |
| Fort Worth                | Portland    | 1,800 |
| Fort Worth                | Seattle     | 2,000 |

| ST. LOUIS, ARKANSAS AND TEXAS |             |       |
|-------------------------------|-------------|-------|
| From                          | To          | Miles |
| Fort Worth                    | St. Louis   | 1,000 |
| Fort Worth                    | Chicago     | 1,200 |
| Fort Worth                    | St. Paul    | 1,400 |
| Fort Worth                    | Minneapolis | 1,600 |
| Fort Worth                    | Portland    | 1,800 |
| Fort Worth                    | Seattle     | 2,000 |

| WEATHERFORD, MINERAL WELLS AND NORTHWESTERN RAILWAY |             |       |
|---|-------------|-------|
| From  | To          | Miles |
| Fort Worth  | St. Louis   | 1,000 |
| Fort Worth  | Chicago     | 1,200 |
| Fort Worth  | St. Paul    | 1,400 |
| Fort Worth  | Minneapolis | 1,600 |
| Fort Worth  | Portland    | 1,800 |
| Fort Worth  | Seattle     | 2,000 |

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|--------------------|-------------|-------|
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| Fort Worth         | St. Louis   | 1,000 |
| Fort Worth         | Chicago     | 1,200 |
| Fort Worth         | St. Paul    | 1,400 |
| Fort Worth         | Minneapolis | 1,600 |
| Fort Worth         | Portland    | 1,800 |
| Fort Worth         | Seattle     | 2,000 |

| MISSOURI, KANSAS AND TEXAS |             |       |
|----------------------------|-------------|-------|
| From                       | To          | Miles |
| Fort Worth                 | St. Louis   | 1,000 |
| Fort Worth                 | Chicago     | 1,200 |
| Fort Worth                 | St. Paul    | 1,400 |
| Fort Worth                 | Minneapolis | 1,600 |
| Fort Worth                 | Portland    | 1,800 |
| Fort Worth                 | Seattle     | 2,000 |

| TEXAS AND PACIFIC |             |       |
|-------------------|-------------|-------|
| From              | To          | Miles |
| Fort Worth        | St. Louis   | 1,000 |
| Fort Worth        | Chicago     | 1,200 |
| Fort Worth        | St. Paul    | 1,400 |
| Fort Worth        | Minneapolis | 1,600 |
| Fort Worth        | Portland    | 1,800 |
| Fort Worth        | Seattle     | 2,000 |

| GULF, COLORADO AND SANTA FE |             |       |
|-----------------------------|-------------|-------|
| From                        | To          | Miles |
| Fort Worth                  | St. Louis   | 1,000 |
| Fort Worth                  | Chicago     | 1,200 |
| Fort Worth                  | St. Paul    | 1,400 |
| Fort Worth                  | Minneapolis | 1,600 |
| Fort Worth                  | Portland    | 1,800 |
| Fort Worth                  | Seattle     | 2,000 |

| TRANS-CONTINENTAL |             |       |
|-------------------|-------------|-------|
| From              | To          | Miles |
| Fort Worth        | St. Louis   | 1,000 |
| Fort Worth        | Chicago     | 1,200 |
| Fort Worth        | St. Paul    | 1,400 |
| Fort Worth        | Minneapolis | 1,600 |
| Fort Worth        | Portland    | 1,800 |
| Fort Worth        | Seattle     | 2,000 |

| FORT WORTH AND DENVER |             |       |
|-----------------------|-------------|-------|
| From                  | To          | Miles |
| Fort Worth            | St. Louis   | 1,000 |
| Fort Worth            | Chicago     | 1,200 |
| Fort Worth            | St. Paul    | 1,400 |
| Fort Worth            | Minneapolis | 1,600 |
| Fort Worth            | Portland    | 1,800 |
| Fort Worth            | Seattle     | 2,000 |

| FORT WORTH AND RIO GRANDE |             |       |
|---------------------------|-------------|-------|
| From                      | To          | Miles |
| Fort Worth                | St. Louis   | 1,000 |
| Fort Worth                | Chicago     | 1,200 |
| Fort Worth                | St. Paul    | 1,400 |
| Fort Worth                | Minneapolis | 1,600 |
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| Fort Worth                    | St. Paul    | 1,400 |
| Fort Worth                    | Minneapolis | 1,600 |
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| Fort Worth                    | Seattle     | 2,000 |

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|---|-------------|-------|
| From  | To          | Miles |
| Fort Worth  | St. Louis   | 1,000 |
| Fort Worth  | Chicago     | 1,200 |
| Fort Worth  | St. Paul    | 1,400 |
| Fort Worth  | Minneapolis | 1,600 |
| Fort Worth  | Portland    | 1,800 |
| Fort Worth  | Seattle     | 2,000 |

## THE ALTON'S KNIFE.

It is Whetted On Account of the Milwaukee Differential.

## THE FRISCO'S LUMBER TARIFF.

Reduced Rates From Arkansas to Santa Fe Stations in Texas—Scalping On Fort Worth Eastbound Tickets.

## An Old Timer.

Col. E. D. May of the Pennsylvania line, and who possesses the proud distinction of being the oldest traveling passenger agent in the United States, is in the city. Col. May is on the retired list, but draws his full salary and is furnished with transportation and an expense account and goes where he pleases. Though not required to report his past history in lots of business and makes many young men hustle for business in any way.

## A New Lumber Tariff.

The St. Louis and San Francisco railway and the Gulf, Colorado and Santa Fe railway have issued joint through freight tariff, Frisco No. 350, Santa Fe No. 342, applying on lumber, lath, shingles and fence posts in car load lots, minimum weight, 24,000 pounds from all stations in Arkansas, Indian Territory and Texas to Texas division stations on the Gulf, Colorado and Santa Fe railway, except where sum of loads are less. This tariff is effective April 12. The rate quoted to Fort Worth is 25¢ per cent.

## Grain Dealers' Complaints.

The complaint of the Kansas City commercial exchange against the Santa Fe, the Missouri Pacific, the Union Pacific and the Rock Island railways will be heard by the interstate commerce commission in Kansas City May 29th, says the Times. The commission has telegraphed the attorneys for the grain men asking if that date would be satisfactory, and an answer in the affirmative has been forwarded to Washington. The selection of Kansas City as the place to hold the trial will be generally expected. This is the point most important in the result of the fight, and at the same time the moving of the facts in the case will do much toward acquainting the people of Kansas with the conditions of affairs with the railroads here.

## FORT WORTH IN IT.

## Kansas City Brokers Making a Scalp on East and Ticket.

The Kansas City Star has the following regarding the scalping on Fort Worth tickets eastbound: "As stated in the Star last week the brokers are getting a big scalp on Fort Worth tickets eastbound by way of Kansas City. A large number of the tickets are being used and the Santa Fe is not the only road that is suffering a loss of local business to Kansas City. The Missouri Pacific, Kansas City and Texas, which is being used even more than the Santa Fe, is also suffering a loss. The brokers are doing a nice little business eastward."

A peculiar phase of the railroad situation is that while nearly every ticket agent in Kansas City knows of and has heard of the scalping, and more and more complaints are being made, the brokers are getting a big scalp on Fort Worth tickets eastbound by way of Kansas City. A large number of the tickets are being used and the Santa Fe is not the only road that is suffering a loss of local business to Kansas City. The Missouri Pacific, Kansas City and Texas, which is being used even more than the Santa Fe, is also suffering a loss. The brokers are doing a nice little business eastward."

## COLORADO REJOICES.

## What the Clipper Thinks of That City's Railroad Prospects.

Since it has become pretty certain that the Wichita Valley and Southwestern will extend its line from Seymour to the present terminus to Kerville, to a connection with the Arkansas River road via Haskell, Roby, Colorado, Concho and San Angelo, the new town of Concho, in the beautiful valley of the Colorado river, in the valley between Colorado and San Angelo, has sprung into existence and is building up rapidly, and the valley is settling up with thirty or forty new towns. It will be a little while until the great valley will be a continuous cotton and wheat field from source to mouth. The road from Colorado to Concho, which could be traveled a few years ago, is now the distance without seeing a house, is now dotted with farms and farm houses so that in traveling the road you are not out of sight of houses from the time you leave Colorado clear through to Concho. The same is true of the country along the proposed line from Colorado to Haskell. The country is rapidly filling up with the available land, and farms and farm houses are taking the place of barbed wire, corrals and stumps. Truly we are an age of progress, and the Colorado country is in the lead of the procession. All West Texas ever lacked of being the greatest country under the sun was development, and she is now getting that in road shape. Why is it that the Colorado country is in the lead and getting more immigration than any other portion of the state? It is because all the cheap first-class agricultural lands are located in the Colorado country. Here you can buy land, first-class agricultural land, at from \$2 to \$4 per acre; land that can be cultivated for half the expense of the black waxy lands of Eastern Texas. The soil will be equal to the black lands in all of the crops, and far better in wheat, oats, vegetables and fruits. The Colorado country is out of the material for the building of a great cotton and wheat country, and such diseases as are prevalent everywhere, in the Colorado country we have perfect health, perfect climate, good water, good school and church facilities, pure water, the best stock country under the sun, and an agricultural and horticultural country unsurpassed on the American continent. These are some of the reasons why the great rush of home-burners is to the Colorado country. The Colorado country is for Mitchell County, and the Colorado country—[Colorado Clipper]

## TO THE SEA COAST.

## Roswell Wants a Line to Deep Water at Arkansas.

Among the many appropriations of the late congress was one for the sum of \$5,000,000 for the purpose of deepening and dredging the harbor and bar at Galveston bay, on the Texas coast, says the Roswell (N. M.) Record. The Capitol land syndicate, which holds the 3,000,000 acres of land in the Panhandle, given by the state of Texas for the building of the state capital at Austin, has recently purchased a large tract of land at the mouth of the Brazos river, and intend on their own responsibility, to lay off and build a harbor for shipping and last, but by no means the least in importance, the enterprising citizens of Arkansas harbor have a well digested and feasible plan under way, whereby they propose to secure deep water over the bar of their excellent harbor. Galveston already has railroad facilities sufficient to carry to, and from the interior, the produce that will pass through the harbor during the present campaign. When the \$5,000,000 shall be expended, Galveston will probably ask congress for another appropriation to finish the work already begun.

## The Capitol Syndicate.

The Capitol syndicate, owning as it does the large body of land lying just east of the New Mexico line, in the Panhandle, has in probability never lost an opportunity to see that town of any considerable size can be built at the mouth of the Brazos

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